

Scores Rush to Rescue Women and Children Struggling for Life in Swift Current

all of them were reported to have escaped by swimming to the wharf. Later they aided in the rescue work.

Private tragedies were numerous about the wreck. One city fireman, leaning far over an opening cut in the hull, pulled at a body passed to him by a diver. He turned the form over and fainted as he gazed into the face of his own daughter. Similar scenes were almost constant.

Under the glare of searchlights to-night, scores of men worked in the hull of the vessel to remove the bodies. As the steamer lay on the bottom of the river, its protruding side looked like a monument to the hundreds it had drowned as it turned over.

DISASTER MYSTERY TO CAPTAIN.

Captain Harry Pedersen, fifty-seven years old, of Benton Harbor, Mich., who was in command of the boat, said:

"I was on the bridge and was about ready to pull out when I noticed the boat begin to list. I shouted orders to open the gangways nearest the dock and give the people a chance to get out. The boat continued to roll and shorty afterward the hawsers broke and the steamer turned over on its side and was drifting toward the middle of the river. When she went over I jumped and held on to the upper side. It all happened in two minutes. The cause is a mystery to me. I have sailed the lakes for twenty-five years, and previous to that sailed on salt water twelve years, and this is the first serious accident I ever had. I do not know how it happened."

The cause of the capsizing had not been determined to-night, but Federal, city and state officers were conducting investigations to determine whether the ship was topheavy from faulty design, was improperly ballasted or was poorly handled in warping from the wharf.

Marine architects asserted that the Eastland was faulty in design, that the top deck had been removed because of the tendency of the ship to list, and also pointed to the possibility that the ship had been unevenly or insufficiently ballasted. The Eastland used water ballast, so that it could pump out some on entering shallow lake harbors, and some investigators therefore are working on a theory that the ballast tanks were not filled and that the rushing of passengers to one side of the decks caused it to roll over.

Policemen drafted from practically every station in the city had a hard fight all day to hold back the hundreds of thousands of persons who swarmed toward the Clark Street bridge, intent on viewing the overturned Eastland and the work of recovering the bodies of its victims. The bridge approaches from Lake Street, on the south, to Austin Avenue, on the north, were held by a dozen police lines. So strict were Schuetzen's rules that even officials and newspaper men had difficulty in getting through the cordons.

Pulmoton Kept at Work.

Inside the innermost of the police lines a score of artificial respirators and pulmotors were kept at work as victims were brought to the sidewalk by the streams of stretcher bearers that moved back and forth over the deck of the Kenosha, between the curved, overturned side of the Eastland and the dock.

After several hours, as the bodies came forth stiff and stark, the pulmotors were gradually withdrawn from use. The physicians contented themselves with administering injections of strichnine. In the rare cases in which the powerful stimulant seemed to wake a snarled life, the respirators were called into service again.

Kenosha's Physician Joseph Springer examined most of the bodies as they were brought ashore. By pinching the throat of each victim with his fingers the physician determined how they had met death—whether from drowning or suffocation. Dr. Springer said the majority had been suffocated.

Medical Aid Rushed from All Over City

An emergency medical relief corps was organized with remarkable rapidity. As soon as the magnitude of the disaster was flashed about the city physicians and nurses were loaded into automobiles and dispatched to the river with all speed.

Among the first to arrive were Drs. W. A. Evans, John B. Murphy, John E. Golden and J. R. Pennington. These four physicians took charge of the situation and directed the work of reviving the survivors. More cars were sent for internes and nurses.

Swift Current Lessons

Chances of Escape

Many sank, entangled with clothing and bundles, and did not rise, but hung dead to the surface and scalded floating chairs and other objects.

Those on shore threw out ropes and dragged in those who could hold their lifelines. Employees of commission firms along the river threw crates, chicken coops and other floatable things into the current, but most of these were swept away by the stream, which runs five miles an hour.

Boats put out by men dashed to the rescue with shrill whistles, and many men snatched off coats and shoes and sprang into the river to aid the drowning. With thousands of spectators ready to aid and the wharf within grasp, hundreds went to death despite every effort at rescue.

One mother grasped her two children in her arms as she slipped from the steamer into the water. One child died, but the other, who had been held by a father, was saved. Fathers were drowned after saving their wives and children to safety.

One man was seen to cling to a spike in the side of the wharf while two women and three children stepped upon his body as on a ladder to safety. He fell exhausted into the river as the last one of the five reached the pier.

Instances of heroism were almost as numerous as the number of persons lost.

Boats soon in full took rescued passengers to the wharf or to the steamer Theodore Roosevelt, which was tied up opposite the Eastland.

Eastland's Hull Cut with Gas Flames

In an hour the water was cleared of excursionists. Those who had not been taken to land had sunk or were swimming down the river toward the canal locks at Lodiport, Illinois.

Many bodies were recovered, and arrangements were made to take bodies from the river along its course through the southwest part of Chicago.

Shortly after the water was cleared city firemen, ship engineers and helpers were on the exposed side of the Eastland's hull, cutting through its steel plates with gas flames. Divers were hurried into underwater suits and a tow-moored as a bridge between the pier and the sunken ship.

At the divers gained entrance to the hull the scene of distress moved for the time being from the river to the extemporized morgues. As has been said, warehouses of wholesale companies along the river had been thrown open and bodies placed in rows on the floors. Scores of persons recovered from the water, moreover, were injured and these were taken to the Troquois Hospital, built in memory of the 600 women, children and a few men who were burned and crushed to death in the Iroquois Theatre on New Year's Eve, 1905.

Efforts to resuscitate those taken from the river were generally unsuccessful. Only two or three were thus saved. It was also said that many of the injured would die.

Flags Half-Masted; All Festivities Off

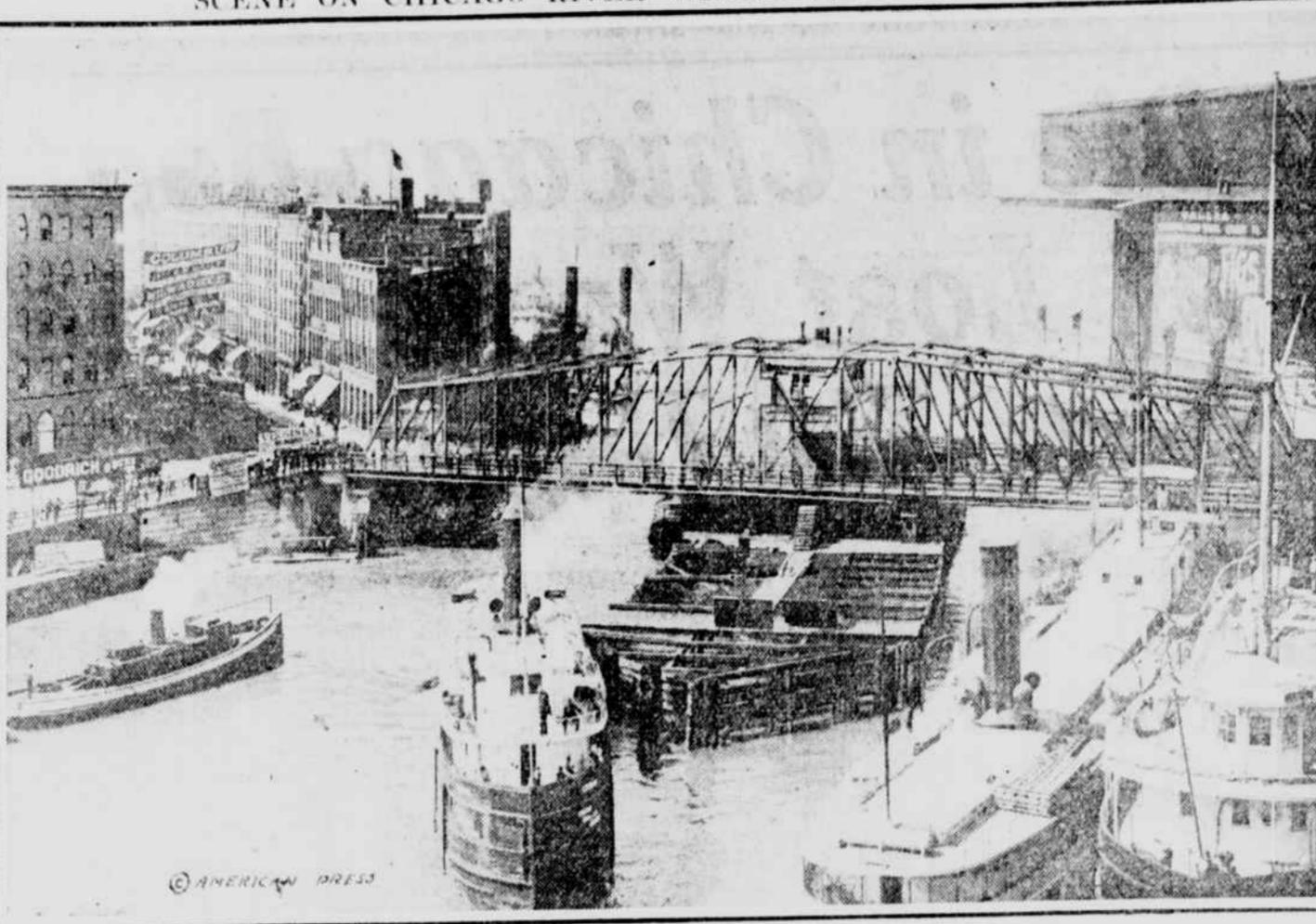
The whole city was in consternation over the catastrophe. Business men stopped their automobiles and motor trucks to help aid the injured, and cars drove to the dead. Mayor Carter sent out a request that the city display signs of mourning.

Chief of Police C. C. Henley was also out of town, but Acting Mayor Moorehouse sent out a request that the city display signs of mourning.

Flags on public buildings were placed at half-mast, and many places were draped with mourning. Baseball games were postponed and festivities altogether suspended.

While dresses peeped from raincoats as those aboard waved goodby to friends on shore waiting to board the

SCENE ON CHICAGO RIVER WHERE EASTLAND SANK.



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The vessel was at her dock, between the Clark and Wells Street bridges, the latter shown in the background, about to cast off, when suddenly she capsized.

Passengers Swarmed to One Side of Boat

Then as the other steamers drew toward the vessel the passengers swarmed to the left side of the ship. A tag was hit-tied to the Eastland, ropes were ordered east off and the steamer's engines began to hum. The Eastland had not budged, however. Instead, the heavily laden ship wavered sideways, leaning first toward the river bank. The lurch was so startling that many passengers joined the large concourse already on the river side of the deck.

The ship never heeled back. It turned slowly but steadily toward its left side. Children clutched the skirts of mothers and sisters to keep from falling. The whole cargo, too, was impelled toward the failing side of the ship. Water began to enter lower port holes and the hawsers tore out the spiles to which the vessel was moored. The scene of terror and confusion attracted the attention of fellow excursionists on the deck awaiting the next steamer. Wharfmen and picnickers soon lined the edge of the embankment, reaching out helplessly toward the wavering steamer.

Then followed an old woman, who had gone aboard the ship to watch the youthful pleasure of her grandchildren, or a little girl, with bare legs and booties, with gay ribbons sodden against the lace of her holiday gown.

Baby Found Alive Among Hundreds Dead

One thrill passed through the crowd as word came from the steamer that a girl baby had been found alive among the hundred dead. The child was discovered in a stateroom, where she had been held from the water by a chair that jammed against the berth. The baby only half awakened as it was carried to land. Its mother could not be found.

Two women were found alive in another stateroom on the protruding end of the Eastland, but that ended the hope that many large numbers had escaped in the drama. There were still three hundred persons in the hold when those persons were taken out alive, and the explorers of the hulk sought along the river three crates, chicken coops and other floatable things into the current, but most of these were swept away by the stream, which runs five miles an hour.

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Red Cross Treats Scores of Injured

Chicago, July 21. Scores of those rescued from the overturned ship were hurt, some seriously, and were taken in charge by officers of the United Charities and other organizations. John J. O'Connor, district secretary of the Red Cross, was in charge of this work. The following is a list of those most seriously injured:

BRAIDSON, Mrs. John (23). BRUNKE, W. J. COOCOLEY, Mrs. Mary, and eight-months-old son. CUTTER, Miss William. DELOT, Miss Nellie. DELOT, Mrs. Grace. HASMAR, Weyna. HOGANSON, Miss E. HUTTON, Miss Lillian. JAROLIN, Annette. OZMYER, C. LYONS, Mrs. Kate. MARIE, Miss Jessie. O'LEARY, Mrs. Margaret (30). PLAMONDON, Miss Marie (18). PLAMONDON, Miss Vera (19). POGVICH, Paul (28). POTEAU, Peter (30); internal injuries. SCHLEMMEA, Mrs. John (34). SMITH, Miss Stella (19). SVENSON, Emma. STARK, Rudolph. TELJES, B. TOVICH, John (30); internal injuries. VEELHOER, Martha. VELAT, Grace. VIGONSTANCE, John. WOOD, Jessie.

TRAGEDY HITS ALL HOUSES IN STREET

Chicago, July 21. Kolin Avenue, a small street near the factory of the Western Electric Company, was a scene of mournful quiet to-night. Every house lost from one to all its occupants in the Eastland disaster, and many of the fatigued residents of this street, together with the dead.

Rain began to fall as the wharf superintendents lifted the gang planks from the Eastland, declaring that the government limit of 2,500 passengers had been reached.

White dresses peeped from raincoats as those aboard waved goodby to friends on shore waiting to board the

NAMES OF IDENTIFIED DEAD ON EASTLAND

Chicago, July 24.—Of the dead in the Eastland disaster the bodies of those recovered and identified are:

AODDA, S. J. AFFELO, Carrie. ALEXANDER, man. ALLEN, Miss K. ALLESKIK, Miss Clara. ANDERSON, John (48). ANDERSON, Miss Anna (6). ANDERSON, Miss Ida. ANDERSON, Minnie. AUSTIN, Mrs. Catherine.

BEEL, Jethrow, Jr. BLINSKE, Miss Clara. BLOCK, Charles (21). BOCELSKI, George.

BOUFFARD, Oliver (25). BRENNAN, Miss Anna (21). BROSCHE, H. BUCZKOWSKI, George.

CAMPBELL, Mrs. Charles E. CARPENTER, Miss Mary. CHRISTIANSON, Margaret (23). CHRISTIANSON, Miss Frieda (20). CLARK, Eliza, 6 months. CLARKE, Alice B. COOPER, Mary. CULLEN, Rose (29).

DANDA, Theresa (28). DAHL, John. DAWSKA, George. DETADLA, Mrs. Caroline. DETAMBIE, Mrs. Carrie. DOBBERTANN, F. (28). DOLL, Robert (25). DOLL, Charles (17). DRURY, Florence (17).

EARN, John. ERDTLAK, Harold. ERDTLAK, Michael (54). ROBINSON, Thomas. RIEDL, Miss Mary (21). RIEDL, Miss Rose (19). ROSE, Miss Minnie (45). ROSE, Thomas. ROSSOW, William (36). RUDOLPH, Anna. RYNAR, Miss Rose (20).

SANFORD, E. A. PESCH, Miss Anna (21). PETERSON, Ruth (11). PETERSON, Charles, jr. (11). PIERCE, C. S. (45). POLETA, J. POZEKY, Martha (35). PRAZNICK, Walter. PRITZ, Mrs. May (37).

REHANIK, Walter. REHOR, Frank. REICHARDT, Edward. REINHOLD, Fred (19). RIEBEL, Michael (54). ROBINSON, Thomas. RIEDL, Miss Mary (21). RIEDL, Miss Rose (19). ROSE, Miss Minnie (45). ROSE, Thomas. ROSSOW, William (36). RUDOLPH, Anna. RYNAR, Miss Rose (20).

SAHE, H. A. (10). SALLWASSER, John. SAX, A. J. (26). SCHAEFFER, E. W. SCHINTZ, J.

SCHMIDT, George E. SCHNOLL, Julia. SCHNOLL, Nellie. SCHOFFER, Mabel. SCHROEDER, Mrs. Natalie. SCHUTZ, Carl. SCHROTH, Dora.

SCHULTZ, Mrs. Joseph (35). SCHULTZ, Miss Sehina. SCHULTZ, J. S. SCHWARTZ, Mrs. John (30). SCHWENKE, Bertha. SCYMASKI, Miss Josephine (17). SEMOYIL, William. SHERIDAN, Catherine (21). SHERRY, William. SIEGRZYK, Frank (28). SIEGMUND, William (25). SIMONS, L. E. SINELAR, G. SKALA, Miss Helen (17). SLEICK, M. O. SLOWINSKY, Roman (26). SMITH, D. Ray. SONKUP, William (19). SOULZMAN, Mrs. Adolph. SOULZMAN, Catherine. SRTIZWNA, Frank. STAMM, Miss Anna (21). STEELEN, Mrs. Hattie. STEINER, Mrs. Martha (25). STORK, Gertrude (18). STRAKER, Anna. STRAKER, Polla. STRUZYNEC, Victor (22). STUMP, Miss Mary. FURTH, N. H. SWANSON, Margaret (18).

TAMBLE, Dr. TEMPENSKI, Miss Anna (20). THOMAS, Miss Rose. THOMPSON, Herbert. THOMPSON, Louise. THAYER, H. H. TIEL, Mrs. R. C. TUREK, Albert.

UNDERISH, Mrs. Albert (29). UNDERISH, Robert.

VANSENOWSKI, woman. VANSENOWSKI, J. VERILLA, Mrs. Anna (20).

WALLER, H. C. WASENOWSKI, Miss. WEIL, Louis. WETEL, Miss Anna (24). WILLIAMSON, Thomas.

YOKUSHET, Agnes.

ZASTARA, May. ZAZETRA, Julia (20). ZINTECK, Pauline. ZOBKEE, Ida.

PLAMONDON NEMESIS AT EASTLAND WRECK

Family Represented at Iroquois Fire and on Lusitania Again Have Close Call.

Chicago, July 24.—Another chapter in the grim tragedy that has run through the Plamondon family, of Chicago, was added to-day in the Eastland horror. The fatal chronology:

Iroquois Theatre fire—Charlote Plamondon, daughter of Mr. and Mrs. Charles A. Plamondon; seated in a box immediately under the spot where the curtain first blazed out; rescued in state of collapse, after loss of fur and purse.

The Lusitania—Mr. and Mrs. Charles A. Plamondon, drowned; bodies recovered and returned to Chicago for burial.

The Eastland—E. K. Plamondon, 4523 Jackson Boulevard, cousin of Charles

A. Plamondon; his wife and two daughters, Irene, seventeen years old, and Mary, eighteen years old; Mr. Plamondon's brother, Ambrose, and the latter's son and daughter-in-law, Mr. and Mrs. W. J. Plamondon, of 4135 Indiana Avenue. All were thrown into the water and all were rescued.

Two daughters of E. K. Plamondon were sent to St. Luke's Hospital. After the boat turned over, E. K. Plamondon seized one of his daughters and got to a place of safety. Ambrose rescued the other daughter and Mrs. E. K. Plamondon. W. J. Plamondon reached the shore with his wife, with nothing more serious than a soaking and a shock from fright.

Two younger daughters of E. K. Plamondon, Geneva and Ethel, were at first reported to have been lost. They and their party to have lost their lives. They decided at the last moment not to take them, and the two children were playing at home at the time the boat

REGULAR CHARGE PATRONS MAY TAKE ADVANTAGE OF THESE SALES—BILLS WILL NOT BE RENDERED UNTIL SEPT. 1st.

J. M. Gidding & Co.
564-566 and 568 Fifth Avenue. 46th and 47th STS.

Final Clearance of Summer Stocks

Styles are varied and few of a kind—sizes incomplete—but all garments are of the usual Gidding standard—

Suits: Of Linen—formerly to \$35—\$10
Of Cloth—formerly to \$75—\$15
Of Silk & Cloth—\$29
formerly to \$125.

Dresses: Country Frocks—\$12
Of linen, voile, crepe & batiste—
formerly to \$45.

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